

BUS & COACH BUYER

1 JULY 1994 | ISSUE 262

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News

GRT to buy Eastern Counties

In its first move since its successful flotation in May, the GRT Bus Group has made a £6.7 million takeover bid for ECOC (Holdings), the parent company of Norwich-based Eastern Counties.

Eastern Counties' directors, who hold 87.1% of shares in the company, are recommending acceptance of the GRT offer which is in the form of either cash or a combination of cash and new GRT shares. Managing director Peter Brundle, who led the management buy-out of the company from the National Bus Company in February 1987, said: "During the past few years, the bus industry nationwide has seen rapid consolidation and the directors of Eastern Counties believe that only by being part of a larger group can the interests of passengers, staff and the wider community be safeguarded."

The deal will add over 370 buses and coaches to the GRT group fleet of over 700 in Scotland and the East Midlands. Eastern Counties has over 850 employees and operates throughout Norfolk and Suffolk, but principally in and around Norwich, Ipswich, King's Lynn, Bury St Edmunds, Lowestoft and Great Yarmouth. Last year, it made



The first new purchases made by Eastern Counties after its MBO were five Northern Counties bodied Leyland Olympians.

a pre-tax profit of £1.5 million on £17.7 million turnover.

In preliminary results for the year to 26 March, GRT made a pre-tax profit of £4.4 million on £39.9 million turnover. The flotation raised £17 million, £10.6 million of which was used to repay bank borrowings, while the rest was reserved for future acquisitions and investment in high specification new buses. It has also increased its facility with the Bank of Scotland from £20 million to £30 million facility to finance further expansion and investment.

GRT says it is continuing to review a number of acquisition opportunities and that it "intends to pursue further suitable acquisition targets". Chairman Moir Lockhead says the acquisition of Eastern Counties will enhance GRT's earnings. 'Eastern Counties' past performance should provide a solid base

for further enhancement of profitability.

Under the proposed deal, an employee representative will be appointed to the Eastern Counties board and, after a qualifying period, the company's employees will be able to participate in the GRT employee share ownership scheme. GRT's employees (other than directors) currently hold 25% share capital and the group is committed to allocating 5% of each year's pre-tax profits in employee shares.

Eastern Counties' current executive directors are to buy Galaxy Travel, the profitable travel agency owned by ECOC (Holdings). GRT also has an option to buy two properties in Norwich for £886,000 and £550,000 from Ortona, a company in which most shareholders are also Eastern Counties shareholders.

Busways to Stagecoach for £27.5m

Stagecoach Holdings has announced it has reached an agreement to purchase Newcastle based Busways for £27.5m. The offer is being made of 246 shares in Stagecoach for every 100 Busways shares and this has already been accepted by shareholders, directors and management in respect of 51% of Busways' share capital. This consideration is to be met with shares valued at £6.42m, cash alternatives totalling £1.9m and loan notes to the value of £4.51m. Busways staff will be eligible to participate in the Stagecoach Group ESOP.

Busways returned a profit of £2.8m from a turnover of

£42.5m at the year ended 31 March 1994. It currently operates services in and around Newcastle, Sunderland and South Shields, with a fleet of over 600 vehicles and a staff complement of 1,750. The company was privatised in 1989 with 51% owned by management and the remaining balance held between the trustees of two Busways employee benefit trusts. Net assets have been valued at £7.2m and the current net borrowings are £9.5m. Stagecoach believes that although operating profits are in excess of 10% of turnover, its own strategic impetus, combined with the management expertise already within Busways should lead to an improvement in performance. Brian Souter and Barry Hinckley will join the Busways board but no other changes are to be made.

NFBU seeks clean, green operators

The National Federation of Bus Users is to publish a new Clean and Green Bus Guide next year.

Volvo Bus and FWT are to sponsor the new guide which will be prepared with technical assistance from the CPT.

NFBU chairman Dr Caroline Cahm is inviting operators to complete a questionnaire about the action they are taking to ensure their fleets make a significant contribution to the battle to beat congestion and reduce pollution.

Copies of the questionnaire are available from the NFBU at 18 Little Southsea Street, Southsea, Hants, PO5 3RS, phone 0705 814493.

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News

Guided buses for Ipswich

Guided buses are set to come to Ipswich as part of a public transport demonstration project being implemented by Suffolk County Council and GRT's latest acquisition, Eastern Counties.

Nine metre Plaxton-bodied Dennis Darts in a special livery will operate the high quality service from the outlying suburbs of Kesgrave and Martlesham Heath to Ipswich town centre and railway stations. The route will also service two Tesco superstores.

Purchase of the buses is being funded by Eastern Counties, but Suffolk has secured £338,000 Transport Supplementary Grant and £100,000 Supplementary Credit Approval for the first phase of the project. Subsequent phases are expected to cost £1.588 million over the next two financial years.

Once complete, most of the

route will be assisted by with-flow bus lanes and traffic light priorities, but there will also be a short stretch of guided busway built between two roads in between Kesgrave and Grange Farm. A vehicle tracking and real time information system will also be used to enhance the service.

The idea was originally mooted by Eastern Counties as part of the CPT's Buses Mean Business initiative and is expected to be self-financing. The bus services will be run commercially between 7 am and 7 pm and are expected to generate 35% more business than if the services were left unchanged.

Spectras again

Wilts & Dorset Bus Company has placed an order for a further 27 Optare Spectra double deckers. They will join 20 other lowheight Spectras which entered service with the company in early 1993. The new buses will be used on urban and inter-urban routes where they will replace time-served Bristol VRs.

Dudley belts up

A £120,000 programme of retro-fitting seat belts has been implemented by Dudley Council, requiring all Council owned minibuses, including those operated by schools or funded community organisations to be modified. All the fitting work for this programme is being carried out by AMC Conversions of Wednesbury, using their own specification inertia reel lap and diagonal seat belts with all anchorages and receptors mounted through the floor.

AMC is strengthening the floors with new boarding and surface covering and the mountings are secured to spreader plates beneath the chassis by 7/16in high tensile bolts. Belt systems are available to suit all types of seat, whether low or high backed, and double inertia reels for securing wheelchairs are available on independently secured tracking. AMC is already fitting belts for a number of other authorities

and for many private operators concerned about maintaining their contracts. The company is happy to provide belt systems with fitting kits for operators to fit themselves or will send an engineer to fit them on the premises. AMC can be contacted on 021-505-1120.

British Bus in Proudmutual talks

The directors of the Proudmutual Transport Group have announced that they are in discussion with British Bus plc over a possible takeover. Proudmutual owns Northumbria Buses and Moordale Coaches in the north east and Kentish Bus based at Gravesend, together with two Renault truck franchises. It has over 2,000 employees and runs over 700 buses.

Chairman David Monaghan said: "British Bus will be keeping the individual local identity of our companies and there will be a continuation of local management decision making to ensure the best possible service to our customers."



Bob Vale Coach Sales

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High Wycombe,
Bucks HP15 6PE
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VOLVO

1989 F VOLVO B10M GLE 310 BHP VAN HOOL ALIZEE DH, 53 reclining seats, courier, centre continental door and provision for toilet, d/glazed, Webasto, Telma, splitter gearbox, low mileage **£77,500**

1988 E VOLVO B10M PLAXTON PARAMOUNT 3200, 53 reclining seats, couriers seat, pannier lockers, curtains, radio/PA, POD,..... **Choice of 2 £57,500**

1985 B VOLVO B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, courier, centre sunken dem toilet/continental door, Webasto, d/glazing, ZF fully auto transmission..... **Choice of 2 £35,000**

1983 VOLVO B10M DUPLÉ DOMINANT IV, 53 reclining seats, courier, d/glazed, Telma, radio/pa, excellent, new test, low mileage, POD..... **£23,500**

LEYLAND

1978 LEYLAND LEOPARD PLAXTON SUPREME, 53 re-trimmed seats, semi auto gearbox, radio/pa **£8,500**

OTHERS

1989 G CHARISMA SAMOS, reclining seats, courier seat, centre sunken toilet, with continental door, bunk, air conditioning, Webasto, TV video, radio **PA£45,000**

1988 E SCANIA K92 VANHOOL ALIZEE, 51 reclining seats, courier, rear floor mounted toilet, d/glaze, radio/PA **£59,500**

1987 PP MERCEDES 0303, 49 reclining seats, courier seat, centre sunken toilet, bunk, d/glaz, Webasto, fridge, radio/PA, immaculate..... **£57,500**

1986 C BEDFORD YNT DUPLÉ LAZER, 53 seater, POD, radio/PA, tested April 95..... **£16,500**

1983 PP BEDFORD YNT DUPLÉ DOMINANT II, 57 seater, new test, clean **£8,750**

1983 NEOPLAN CLUBLINER, Merc V8, recent rebuilt engine, 60 reclining seats, tables, toilet, fridge, servy, Voith retarder, radio/PA, 3 TVs, new test..... **£30,000**

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Vehicle Launch

Alexander Ultra

New body for B10L uses Saffle System 2000

Volvo and Walter Alexander are working together to produce Volvo's first low floor bus for the British market. Called the Ultra, the body will be built using System 2000, an aluminium construction system developed by Saffle Karrosseri for which Alexander have acquired exclusive UK rights. Saffle is a Swedish bodybuilder wholly owned by Volvo. The chassis or underframe will be built at Volvo's Borås plant and the whole vehicle will be marketed through Volvo Bus in the UK with an integrated product warranty.

Unlike conventional Volvo chassis which provide sufficient structural strength for a body simply to be mounted on them, the low floor B10L requires the body to form an integral part of the vehicle, bearing the stresses and weights traditionally carried by the chassis. Before opting for the Saffle system Alexander spent two years analysing the market and investigating its options with regard to different chassis and body combinations.

Customers were asked what they wanted though, at first, this was not very illuminating. The reaction was one of widely conflicting views and opinions with some saying



Mainline is running one of four prototype B10L low floor buses in Sheffield. The Saffle System 2000 body will now be built under licence in the UK by Walter Alexander at its Belfast plant.

they were simply not interested in low floor buses. Over a period the overall view has become clearer and more positive. In general operators are not clear about who will benefit from the low floor, they find European practices such as the preference for high standee capacities contradictory to their own requirements and they believe many current European products are expensive, complicated and difficult to repair and maintain. However, they recognise that there is a political will to see more accessible public transport.

On the basis of the evi-

dence, Alexander concluded that there was an emerging operator momentum. The product requirement was for a vehicle which offered a reduced technical and commercial compromise and easier access for all. It needed to be stylish, cost-effective, fully supported, well integrated and able to compete with other forms of transport, not just other buses.

Determined to retain its established reputation for long lasting, value for money products, Alexander considered developing its existing construction methods for low floor applications, and though this could have been done, it would have taken around two years and would have been expensive. Also considered were existing proprietary aluminium construction systems and a switch from aluminium to high chrome steel construction.

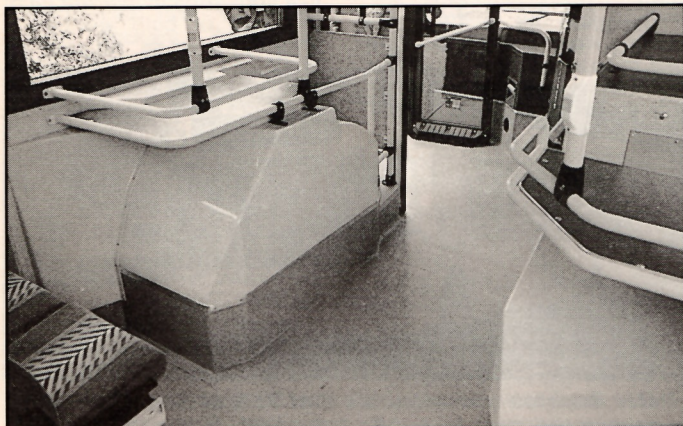
System 2000

The decision to go for Saffle's System 2000 was taken because it suited the demands of low floor construction, offered massive joint strength, and fitted with Alexander's existing range in that it is easy to build and repair

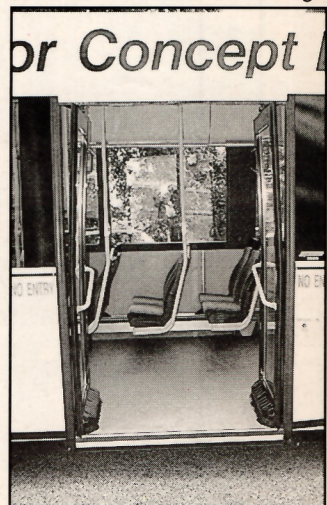
and utilises sections designed within standard aluminium production methods. The system is already fully developed, has been finite element analysed and has been fully endurance tested by Volvo. Saffle has already built over 500 buses using the system on a mixture of B10L, B10M, B10B and B10B.LE chassis.

System 2000 consists of a family of aluminium and trim extrusions, utilising a patented positively bolted joint. An advantage of System 2000 over some proprietary aluminium construction methods is that Alexander can source its aluminium supplies from where it chooses, rather than having to buy from a particular manufacturer.

Ultra will be built at Alexander's Belfast plant alongside the Setanta, Q type, R type double deckers for Dublin and AM minibuses. A development team has been established there to manage the introduction of the new construction system. The first bodies will begin to be laid down in September, with the underframes arriving in October. An unusual feature of the design



A very wide gangway is provided between the front wheelarches by virtue of the independent front suspension.

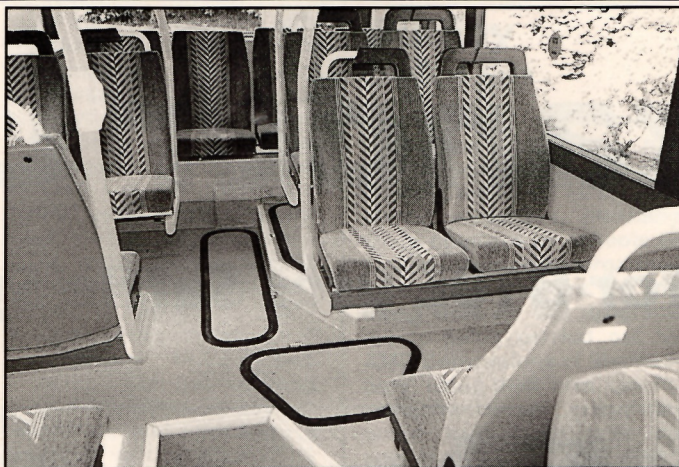


The centre door arrangement showing the cantilevered seats hanging from the ceiling.

Vehicle Launch

is that it is built from the roof downwards. The roof section is built and fitted out and then the body pillars are hung from it. Two prototypes, both of which will be single door are scheduled to be completed this year with series production commencing early in 1995. Both single and dual door versions will be offered and Volvo Bus are hoping to sell 50 units next year, with a degree of stock build planned.

Present at the launch was a dual door Saffle built B10L which is running with Mainline in Sheffield. Much of its specification reflected Swedish preferences rather than British, particularly in the design of the cab area. Representatives of both partners stressed that although the Saffle design will be modified by Alexander to better suit it for the UK market, it will not be completely down-specified as is often the case with European buses sold to the self-financing British bus market. It was planned that such items as the double glazing, cantilever seating, additional body insulation and thermosta-



The floor and seating layout at the rear of the Ultra B10L saloon.

tically controlled forced air ventilation would be retained, though items such as the driver's cab would be anglicised. The fuel tank is to be altered and repositioned and it is planned that more of the vehicle content will be UK sourced.

In dual door form the bus had a capacity of 40 seated and 27 standing passengers. This would probably increase to 44 seated and around 25

standing in single door form. The demonstration bus had a four place rear seat but UK production models will have five place rear seats because the rear offside corner mounted radiator will be fitted horizontally rather than vertically. The launch vehicle was also fitted with a stop information system which would normally give details of which stop the vehicle was approaching.

The B10L has a new independent front suspension system which incorporates pneumatic disc brakes, a portal rear axle and an engine which is offset to the nearside of the chassis. These features enable it to be fitted with a step free floor for over 85% of the central gangway. The front step height is 320mm and this can be reduced to 240mm with the help of the kneeling suspension. To date, most UK low floor buses have had several steps ahead of the rear axle. Though the Ultra can be built to this configuration, it can also be built with the full length low gangway layout preferred on the continent.

Designed as a 12 metre vehicle, the B10L Ultra will

have a six metre wheelbase. There should be no problem in providing a vehicle shorter than the full length as either or both of the last two window bays can be reduced in length if required.

Mainline

The Mainline vehicle is one of four prototype B10Ls produced ahead of the vehicle's official launch last month. With as many hills as Rome, Sheffield is an ideal place to put a new vehicle through its paces, though for a low floor bus, the many slopes and cambers can spell danger as evidenced by minor bodywork grounding damage behind the rear axles.

Mainline managing director, Peter Sephton, was present at the launch and joined journalists on a trip round Sheffield on the bus. His company has standardised on Alexander PS bodied Volvo B10Ms for bus deliveries in the past few years, taking 115 similar vehicles. Mainline has its own computer software company, Fleet Software Ltd, which has developed programmes for monitoring bus fleets. This has shown the B10M to be a very cost effective vehicle to operate and the early signs are that the B10L is similarly attractive. The B10L prototype is running in direct comparison with B10Ms on the demanding 52 route between Crookes and Woodhouse. Accepting that the step heights on the B10M PS combination were not the most passenger friendly, Peter Sephton said that it was, 'the most reliable vehicle available until this came along.' He added, 'We have saved enormous amounts of money in terms of maintenance costs. If we can keep that and have a low floor vehicle, we will have the best of both worlds.' If B10L proves as reliable as



Ultra has seats that are suspended from the ceiling on stanchions.



Peter Sephton guesstimates that 75% of Supertram passengers are new to public transport. If a similarly high standard of infrastructure was provided for buses they could do a similar job for a far lower level of investment.

Vehicle Launch

B10M he could see it becoming Mainline's fleet standard.

Peter felt the additional cost of a low floor bus over a conventional bus would have to be justified by increased ridership, but thought this was achievable if there was also an improvement in the infrastructure. 'We are looking at how we can create a Superbus service that would give an equivalent facility to Supertram without the public expenditure. It would need low floor buses and lots of expenditure on infrastructure. This is at the planning stage at the moment. Later we will talk to the local authorities to see where we could get the best return.'

He guesstimates that 75% of passengers using the £240 million Supertram are new customers to public transport and thinks the reaction to Supertram shows that the public does respond to very high quality provision.

Further developments

Volvo has plans to further extend the B10L range with



The B10L alongside one of the many Alexander bodied B10Ms running for Mainline.

'the launch of a pusher articulated version on which the articulated section would be particularly low. The prototype is almost ready to go to a bodybuilder. Volvo report that there is positive UK interest in an articulated version.

Another spin-off of the independent front suspension system developed for B10L may be a double deck coach chassis with a through front gangway. Volvo were not prepared to confirm this though it was confirmed that the new suspension would need modification for such an application.

Summary

Alexander claim to be 'The

UK's number one bus body builder,' and with Volvo making similar claims for chassis, they felt confident to describe their alliance as, 'The dream ticket.' Ian Galloway, chief executive of Walter Alexander Ltd commented, 'We believe that the market is ready for this next generation vehicle, which combines the full strength and support of the UK body and chassis market leaders. We have responded to the emergence of operator and passenger demand for a modern, stylish and accessible citybus. Ultra now further increases our total aluminium bus product range, which is the most extensive available from any body-builder in the UK.'

The impression I formed in Gothenberg was that the B10L gives its passengers a very smooth and comfortable ride. This was confirmed on the streets of Sheffield. Though I didn't drive the Mainline vehicle the company's drivers appear to like it.

Low floor buses are already becoming the norm in some European markets, but these are markets where public transport is heavily subsidised, where standee buses are considered more acceptable and where transport systems are integrated and encouraged. In the competitive, privatised UK, if low floor buses are to justify their increased purchase cost (Volvo say the price will be competitive) they have to attract more passengers on board. The B10L Ultra is an attractive, accessible bus backed by two of the industries' long term players but its success may well depend more on political will than the skills of either manufacturer's sales teams.

BY STUART JONES

Fleet Additions

Strider B10Bs head Solent Blue Line orders

Solent Blue Line has achieved a treble 'first' with its latest vehicle purchases — four Volvo B10B Alexander Striders. They are Solent's first B10Bs, first Alexander bodies and first 12 metre single deckers. Purchased from the Volvo/Alexander stock build programme, the Striders will operate mainly in the Eastleigh area.

Operations director Peter Shelley said: 'We still very much believe in the double decker philosophy, and with conductors where possible to save time at stops. Where we can't use double deckers we prefer to use mini/midi buses. But there are routes where we just cannot take the deckers, because of bridges, and so high capacity single deckers have to be employed. It was a combination of unknown ele-

ments buying these buses but we are very pleased so far. The B10B is returning a very acceptable 8.9 mpg, which is impressive.'

The double decker has not been totally left out of new vehicle requirements. Solent will be taking delivery of two Volvo Olympians which will have East Lancs bodies. The complete new vehicle allocation for 1994 is completed by four 29 seater Iveco 59.12 minibuses which will be bodied by European Coach Conversions.

The B10B has drawn favourable remarks from its drivers and from the passengers. Peter Shelley commented, 'We know the Volvo part will stand the test of time and feel that the aluminium body construction will give us a low whole-life cost.'



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Fleet Additions



Facelift for London Northern Camden Link fleet

London Northern has begun receiving deliveries of Northern Counties Paladin bodied Dennis Darts. A total of 19 midibuses, all 9.0 metre versions, make up the order and they will be used on the C2 Camden Link service. Built to the usual London DiPTAC requirement, the buses seat 34 and have a standee capacity of 16. The traditional London Transport colours are used but the liveries have undergone a design change which has been commissioned from Best Impressions.



Burkes Bros Coaches of Tuam, Eire, have purchased a pair of Volvo B10M coaches with Jonckheere Deauville bodies. Both are equipped with 51 reclining seats, toilets, courier seats, radio/PA/cassette systems and rear continental doors. Maurice and Pat Burke are seen in the photograph with Brian Walker of supplying dealer Yeates Bus & Coach.



Scania Coach Sales has supplied London based D&J International with a Van Hool Alizee H bodied Scania K113 CRB. The coach will be used primarily on American Express Holidays contracts and is equipped with 49/53 reclining seats.



PC Coaches of Lincoln have acquired an Irizar Century bodied Scania K113 CRB with a comfort shift gearbox, alloy wheels, Telma retarder and ABS. Supplied by Scania Coach Sales, it is equipped with 49 reclining seats, toilet, fridge, drinks machine and air conditioning.



Go Ahead Group's Coastline subsidiary has placed a further 11 Optare MetroRiders in service, bringing the group total of the type in operation to 89, including 37 acquired with City of Oxford Motor Services. The new vehicles are 8.4 metres long and seat 26 passengers with provision for 17 standees. They meet all Tyne & Wear DiPTAC standards for improved accessibility.



Part of the 1994 delivery to Shearings is this Volvo B10M Jonckheere Deauville. The coach is equipped with 51 reclining seats, courier seat, double glazing and a radio/PA/cassette system. It was supplied by Yeates Bus & Coach.



Yeates Bus & Coach have supplied 20 new style Jonckheere Deauville Volvo B10Ms to Parks of Hamilton. The order is split in two with ten being delivered in Caledonian Travel livery and ten in blue, yellow and grey for CityLink operation.

FORECOURT

1979 BEDFORD PLAXTON SUPREME IV, T reg, brand new MoT and tax, 53 seats, new engine, good condition

1980 BEDFORD PLAXTON SUPREME IV, V reg, MoT June 1994, body and mechanics very good, needs new seats

1974 LEOPARD PLAXTON SUPREME III, PP, new MoT, recon engine, 51 reclining seats, very good condition

1989 FORD TRANSIT, 14 str, full PSV spec, taxed and tested, very good condition

1988 CITROEN C25 MINIBUS, 15 seater, full PSV, brand new engine, very good condition

1991 (H) MERCEDES 609D, 26 seat, M2M conversion, mint condition, full PSV spec, t&t

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DAF MB230 PLAXTON 3500 First reg 23/04/87, 48R, Telma, toilet, fridge, drinks machine

1989 F VOLVO B10M DUPLÉ 320, 57 seats, radio P/A cassette

1988 F DENNIS JAVELIN PLAXTON 3200, 57 seats, radio P/A cassette

1988 E DAF SB 2300 VAN HOOL ALIZEE DH, 51R, Telma, drinks, toilet, fridge, video

1988 E DAF SB 2300 DUPLÉ 320, 53 seats, drinks, toilet

1987 D BEDFORD YNV CAETANO ALGARVE, 53R radio P/A cassette

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1987 (D) DAF/CAETANO, 53 reclining seats, choice of 3 **£35,000 + VAT**

1974 (M) LEYLAND NATIONAL, 51 seats, MoT May 1995.... **£4,500 + VAT**

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261/3589/FC

1979 B58 VOLVO, MoT October, Plaxton body **£11500**

1985 IVECO, 20 seat Minibus, luxury spec, power door, MoT April 1995 **£7000**

1990 DAF 400, 16 seat Minibus, luxury spec, mint cond, MoT Nov 1994 **£10500**

TEL: (0259) 212802 SCOTLAND

262/3376/FC

LEYLAND LEOPARD 1978, 57 seats, side lockers, MoT Dec 1994

LEYLAND LEOPARD 1978, 50 reclining seats, MoT Aug 95, all good tyres

BEDFORD PJK TURBO, 29 seats, 1983, MoT Aug 95

MERCEDES 609 1989 Whittaker Conversion, 21 seats, Bristol dome, manual door, MoT April 95, large boot

MAZDA, Howletts Conversion 1991 (H Reg), 14 seats with seatbelts, MoT April 95

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262/3594/FC



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29 and 33 seat

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fitted with a Mercedes V10 engine and ZF auto gearbox with a test until June 1995 it also has the advantage of a Private Plate and is freshly painted in white. *Probably the best available for its age.*

£45,000 + VAT

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262/3228/FC

1989 LEYLAND TIGER DUPLÉ

340 body, 53 recliners and courier, rear sunken toilet, continental door, d/glazed, water boiler, MoT Feb 95

£52,000 + VAT

Cyril Evans Coaches (0222)

830376

262/3251/FC



LEYLAND DAF 400

1989 16 seats, high roof, full soft trim, high back moquettes, rad/cassette, rear saloon heater, drivers locker, Peugeot non turbo diesel, 111,000 mls, chassis silvered. Just tested, absolutely immaculate.

£8,000 + VAT ovno

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0637 878307

262/3232/FC

1984 BOVA FUTURA FLD, 51/53 seats, demountable toilet, video and drinks unit, new MoT **OFFERS 1977/83 PP LEYLAND LEOPARD PARAMOUNT**, 57 seats, new MoT **OFFERS 1990 MERCEDES 190 D 2.5 Diesel Car**, all the extras **OFFERS**

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Duple IV, first reg 1/5/82. MoT Oct/Dec, 53 reclining seats, radio/PA, choice of 2, interior Autumn tint, exterior 1 white, 1 red/white.

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+ VAT

Ready to go 1 July onwards

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262/3219/AE

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SUPREME, 30T Jan 95, 53 'S' type
seats, above average condition, in
daily use £6,650 + VAT neg

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262/2046/AE

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PJK SUPREME, 29 seater, tested,
in daily use, £5,500 + VAT, choice
of 2. 0375 673169 (Essex) 262/2009/BED

2 x 53 SEATER PLAXTON COACHES

Taxed and tested,
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1 x R reg, 1 x P reg

£3,500 ono each

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262/3369/BED

1985 BEDFORD CONTOUR, 12
metre, 51 recliners, Eberspacher
heater, reconditioned engine Dec
93, gearbox March 94, also new
turbo, alternator compressor,
£12,500 + VAT. P/X possible. Tel:
031 663 8005.

262/3249/BED

BEDFORD PLAXTON
PJK, 29 SEATS
1982. £4,500 + VAT ono
ALL WITH LONG MoT

Some Bedford and Ford Spares
and garage equipment, all due to
re-location

Tel: (0827) 262323

(0850) 189024 (Mobile)

262/3258/BED

1984 BEDFORD DUPLER LAZER I
YNT TURBO, 53 seats, red inter-
rior, red white, blue exterior, good
MoT, £9,000 ono. Tel 0559 370000
Dyfed.

261/3366/BED

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BOVA FUTURA 1984, full execut-
ive specification, full history from
new, only two previous owners in
excellent condition, £29,000, test
Feb 95. Tel 0227 831581. Fax 0227
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262/2031/BO

BOVA

BOVA FUTURA 1984

Full exec, 49 reclining seats,
toilet, video, tea & coffee,
Webasto, exhaustor, MoT until
Sept 94

£38,000 ono + VAT

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689895

262/3575/BV

BOVA 1981 & 1983 EUROPA, 53
recliners, continental door on 1993
model. MoT's Feb 1995

1985 FUTURA, 53 recliners,
TELMA, personalised no plate,
MoT Dec 1994

All 3 coaches clean and low
mileage for age

Any reasonable offer

STODDARD'S TOURS,
CHEADLE, STAFFS

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262/2022/BV

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1976 BRISTOL LH ECW BODY

27 DP seats with good engine
to fit. 3 rough engines for
spares or repair

£2,500 + VAT

Tel: Evenings

(0432) 264968

262/3566/BR

DAF

1984 PP DAF MB 200 VAN HOOL
ALIZEE, 48 recliners, rear floor
mounted toilet, servery with boiler
and cupboards, video, continental
door, £37,000. Tel (0933) 440221.

262/2036/DA

DAF MB200

1984, private plate,
Duple Lazer, 57 seats,
1160 engine, 12 months
MoT, good condition

£17,000 ono + VAT

Tel: 0670 521500

262/2027/DAF

1986 'C' DAF SB2300 DHS PLAX-
TON PARAMOUNT 3200, 47 rec-
liners, centre sunken toilet, radio,
PA and tape, £33,000 + VAT. Tel:
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262/2037/DA

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engines, excellent condition

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Tyres included + VAT

Choice of 6

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Bus & Coach

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262/3104/DD

SCANIA K112 1985 JONCKHEERE P50

70 seats, MoT, good
condition Would consider
part exchange for single
decker Volvo Scania

POA

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262/2034/DD

DUPLER

1990 DUPLER 425 Cummins
Executive, integral with large
luggage area, 7 speed ZF, low
mileage, 52 recliners + toilet
+ TV, never shuffled, full his-
tory..... £67,500 nett

Blythwood Motors

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041 639 6107

262/3263/DU

FORD

T REG PLAXTON SUPREME IV

53 new seats. 12 months
MoT, new tyres, very
clean, ready for work

£3,000 ono

Tel: 0733 343901

(Peterborough)

262/3246/FO

1979 FORD DOMINANT II, 53
seater, 10 months MoT, £3,000
ono. Tel 0539 731384.

261/3392/FO

1978 PLAXTON R1114

53 seater, side lockers,
powerdoor, etc.
Good all round condition,
taxed and MoT'd

£2,800 + VAT

Tel: (0608)

737467

262/3378/FO

FORD

83 FORD R1115 PLAXTON 3200 PARAMOUNT,
Express door, MoT April '95. 53 retrimmed
seats, supplementary heating, very clean, in
daily use £13,750 + VAT neg

80 FORD R1114 PLAXTON SUPREME IV, 53
seats, MoT Jan '95. Teima retarder, tints, 4
illumination panels, way above average
condition, in daily use £5,950 + VAT neg

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or (0482) 899683 262/2047/FO

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2.8L conversion engines, now in
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consumption, performance, start-
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262/3693/FR

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1986 IVECO VIANA

22 seater choice of 2,
MoT Aug

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352547 262/2008/IV

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Allinson automatic, Duple
body, 31 seats + 8 standing,
very good condition, new test
to June 95

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675175/677858

262/3201/LE

84 (B) LEYLAND TIGER 245 PARAMOUNT 3500

12 months MoT, recent retrim
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continental door, toilet, washroom, hot
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clean reliable vehicle.

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(Huddersfield)

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262/2026/LE

1989

LEYLAND TIGER

Duple, 340 body,
53 recliners and courier,
rear sunken toilet, continental
door, double glazed,
MoT Nov 94

£51,750 + VAT ono

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Contact Andy James

262/3247/LE

LEYLAND



EX ROYAL AIR FORCE, JUST RELEASED FROM SERVICE

1984 LEYLAND TIGER

54 seat, Marshall bodied service bus, leather high back seats, 60 mph, limiter fitted, new 12 x 22.5 tyres (low profile), 6 speed box, replacement TL11 engine, night heater, wide opening air operated door, superb condition throughout. New MoT, class 5 or P.S.V as required.

P.O.A.

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262/3238/LE

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262/2044/LE

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45/47 seats + demount toilet, reg 12/84 average condition, good runner, new rear tyres£1,550 + VAT

**Tel: 0505
872756**

262/3253/LE

1985 LEYLAND TIGER

With Lag Galaxy body, full exec 49 reclining seats + courier, long tax and MoT, full recon engine recently fitted, rear sunken toilet, coffee machine, video and stereo, PA system

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262/3261/LE

1976

PLAXTON SUPREME LEYLAND LEOPARD

53 seats, long MoT

£4,000 + VAT

Tel: 041 951 4144

262/3129/LE

86 LEYLAND 245 TIGER MANUAL CARIBBEAN II, MoT Oct 94, excellent condition, 6 new Michelin tyres fitted March 94, sub heating, new video unit, servy, toilet. This vehicle is way above average.....£39,950 + VAT neg

78 LEYLAND LEOPARD 680 PLAXTON SUPREME IV, 57, yes 57 seats, MoT March 95. This vehicle is above average condition and unlettered, in daily use£10,250 + VAT neg

JOHNSON

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261/3590/LE

LEYLAND LEOPARD NORTHERN COUNTIES, 53 moquette seat bus, body fitted 1988, MoT Feb 95, PAS, semi-auto, recently painted white and in very clean condition, £20,000 + VAT. Tel 03552 35292.

262/2024/LE

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262/2025/ME

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£18,500 + VAT

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262/3391/ME

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262/3106/ME

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261/3565/MC

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1986 FREIGHT ROVER, 20 seater, highback seats, MoT

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(Scotland)**

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262/3581/MB

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1 x CITROEN C25 TURBO, 12/14 seater, plastic seats. Reg no. G270 BSC, MoT till 25/4/95.....Offers

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1 x FREIGHT ROVER SHERPA, 16 + 5 standing. Reg no. D69 YRF, MoT till 24/6/94.....Offers

1 x FREIGHT ROVER SHERPA, 16 + 5 standing. Reg no. D210 GLJ, MoT till 18/8/94.....£2,500

1 x IVECO 3.58 DAILY (Robin Hood body), 15 seater. Reg no. C854 AOW, MoT till 13/1/95.....£2,750

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22626**

262/3359/MB

3 1986 Iveco 49/10

Robin Hoods, long MoT's, 21 seats

**£5,000 each
excluding tyres**

Tel: 0423 860411

262/3220/MB

1987 TOYOTA CAETANO, 19 seater, 'Four Pot', very clean motor, test until April 95, owner retiring, £15,000 + VAT. Tel 0277 362149 (Essex).

262/3597/MB

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Spec includes: power door, destination equipment, bell bus system, bus seats, saloon heating/lighting etc
New or used vehicles with Jubilee

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JUBILEE RENAULT B110 TURBO MESSENGER MAXI 2**RENAULT B110 TURBO MAXI 2**

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- PAS
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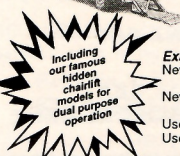
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16 to 20 passenger
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★ 1980 TRANSIT DIESEL, 15 seat.....	£8995
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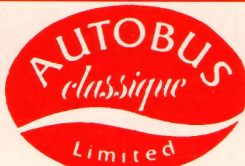
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NEW LEYLAND DAF 400

16 seat luxury spec, hi-line windows, lowered entrance step, quad vent, extractor, parcel racks. Turbo/non turbo. All with power steering.

July delivery

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★ **SEPTEMBER DELIVERY** ★

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★ **SEPTEMBER DELIVERY** ★

NEW CLASSIQUE II 25 SEAT COACHBUILT ON MERCEDES BENZ 711 COWL (TURBO)

Full luxury, wide body, large boot, air door, low entrance steps

One only
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Executive spec with forced air, reading lights, show curtains, Blaupunkt stereo/PA, video facility, large boot, air door

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NEW CLASSIQUE II 25 SEAT COACHBUILT BUS ON MERCEDES BENZ 709 COWL (MANUAL)

Full DiPTAC spec, luggage pen, standees, wide power door, low entrance steps

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August 1st
★ **NEW MODEL** ★

N.B. All our coach seats are designed to allow the fitting of SEAT BELTS.

PLEASE ORDER NOW FOR AUGUST/SEPTEMBER TO AVOID DISAPPOINTMENT.

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262/2021/MB

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1986 C FORD, 53 str, Paramount, tested until April 1995
1986 C DAF, 49 str + toilet, Plaxton Paramount 3500 MB230, MoT March 1995
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1987 D IVECO 49.10 Robin Hood Conversion, 21 seats, 7 standees, powerdoor, destination gear, MoT Feb 95

1986 IVECO Robin Hood 49/10, 21 seat, 7 standees, Destination gear, powerdoor, MoT March 95

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1980 V LEYLAND LEOPARD DUPLÉ DOMINANT, 53 seats, express door, destination gear, new MoT.

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1986 SCANIA K112 TR JONCKHEERE JUBILEE P99, double deck, 70 seat coach, painted white, retrimmed. MoT November 1994
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1986 DAF MB230 DUPLÉ 340, 51 reclining seats, conti door, MoT January 1995.
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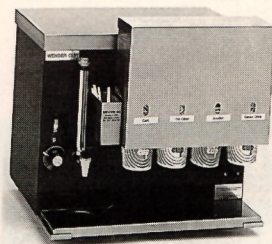
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